

MRS. LAIMBEER  
TRIED TO WARN  
PELL OF PERIL

Shouted and Beat on Auto  
Window as 'Black Shape'  
Sped Toward Them.

HEARD NO WARNING  
AT L. I. CROSSING

W. K. Vanderbilt, Jr., at Trial,  
Says Trains Could Be Seen at  
Long Distance, Day or Night.

Mrs. Nathalie Schenck Laimbeer, testifying before Justice Laimbeer and a jury in the Supreme Court at Long Island City yesterday, told the story of how her husband, William Laimbeer, was killed when a train hit their automobile on the wreck lead crossing of the Long Island Railroad on the night of August 3, 1914.

Mrs. Pell is suing the railroad company for \$250,000 for the death of her husband. Mrs. Laimbeer has two suits pending. One, for \$250,000, is in consequence of Mrs. Laimbeer's death. The other, for the same amount, is for injuries Mrs. Laimbeer sustained at the time.

The dull courtroom, so gloomy in atmosphere that, even on the brightest days, the court visitor is oppressed by the belief that it is raining, held just about all the spectators possible.

Mrs. Pell and Mrs. Laimbeer were side by side at the table almost directly in front of the bench. S. H. P. Pell and Theodore Roosevelt Pell, brothers of the wreck victim, were within a few feet of them. Both women were in deep mourning and wore their veils a considerable part of the day.

Mrs. Laimbeer was called to the stand late in the afternoon by Augustus Van Wyck, Mrs. Pell's attorney. After she had given her name and residence she went right into her story.

Widow's Story of Tragedy.  
"On August 3, on the night of which the accident happened," she said, "I went to Long Beach twice from Hempstead where we were then living. My husband, our two children and the nurse were with me in the morning. In the evening Mr. Laimbeer and I went down to the guests of Mr. and Mrs. Pell at dinner at the Trouville. Mr. Vanderbilt was present also.

"We arrived about 7:30. About 9:45, about Mr. Vanderbilt decided to leave. He was then suggested that we go to another restaurant. As we were getting ready to leave the Trouville we changed our plans and went out to get into the machines. Mr. Pell, Mr. Laimbeer and I went to the car. Mr. Pell, entering Mr. Vanderbilt's car with Mr. Vanderbilt.

"Mr. Pell drove the car, a limousine, and sat beside the chauffeur. The car was in the main compartment by a window. Mr. Laimbeer and I were in conversation from the moment we left, and were driven down a short road to the Trouville where a large garage was from which corner the car turned to the left, then to the right and then onto a bridge.

"We were so engrossed in our conversation that we did not know where we were until I chanced to look through the window and was startled on seeing an object big and black moving rapidly toward us. For the moment I did not know what it was, but I knew we were in peril. I stood up and rapped on the front window with my hands, at the same time shouting to Mr. Pell to turn him of the black object's approach. I turned my eyes away from the thing, threw myself back on the seat and circled my arms about Mr. Laimbeer's shoulders. In the next instant it happened, and I lost consciousness.

"Was the motor car proceeding swiftly up to the time of the collision?" Mr. Van Wyck asked.  
"The speed was moderate," Mrs. Laimbeer replied.

"Did you hear any sounds of warning before you reached the tracks?"  
"I heard neither a whistle nor a bell; nothing to caution us against attempting to cross."

"Did Mr. Littleton, counsel for the Long Island Railroad, asked her to state the distance between the automobile and the tracks when she saw the train coming?"  
"I cannot tell you that," she answered.

In explaining that she could not recall the contents of a statement she made to a coroner last October—which Mr. Littleton read to her—she said that she had been under opiates from the night of the accident to November 14 and that her memory had suffered.

Another interesting witness was William K. Vanderbilt, Jr., who testified at the morning session. He entered the courtroom while a witness was on the stand. When Mr. Van Wyck saw Mr. Vanderbilt he dismissed the witness and put Mr. Vanderbilt on the stand.

Mr. Vanderbilt told of the dinner party at the Trouville and then of leaving the hotel.  
"Mr. Pell's car got off in advance of us," he said. "Being that Mr. Pell's machine could not accommodate more than three persons, besides the chauffeur, I asked Mrs. Pell to get into mine. When we were preparing to leave I discovered that the door of the limousine was locked and that the key was in my overcoat, which was in the car. I had the door broken open. This consumed from three to five minutes, by which time the other car was well along on its way.

"When we got to within a few yards of the railroad tracks we were halted by a pile-up of several machines. I did not know what had happened. Leaving Mr. Pell in the car I stepped out and walked to the tracks. There I quickly learned the cause of the accident. Mr. Pell's face was so badly marked that identification would have been difficult. I did not recognize him from his clothing."

"You have had great experience in handling motor cars, have you not?" asked Mr. Van Wyck.  
"Yes," Mr. Vanderbilt replied.  
"And are you a careful driver?"  
"I am."

"In which direction were you looking as you neared the railroad tracks?"  
"I was looking forward when the

COL. HOUSE LINGERS HERE

Guest of Son-in-Law—Won't Talk Until He Sees Wilson.

Colonel Edward M. House, President Wilson's confidant, did not go to Washington yesterday. He, with Mrs. House, was the guest last night at a small family dinner at the home of a son-in-law, Gordon Auchincloss, at Roslyn, Long Island.

Colonel House said that while he expected to go to Washington soon he had made no definite plans for the trip. He might go to-day, or later in the week, it was said. It is understood that he will have nothing further to say about his three months' stay in Europe until he has conferred with the President.

CONSTANTINE PAST CRISIS

Physicians Say King Will Soon Be Convalescent.

London, June 15.—An Athens dispatch to Reuters' Telegram Company says that the surgeons who operated on King Constantine, issued a statement, prior to their departure, that the worst phase of the King's illness was over, and that all immediate danger had been removed.

The hope, they added, was justified that the King would soon become convalescent, although complete recovery would be necessarily slow.

HUSBAND TRAPS  
RICH GIRL THIEF

With Boy Friend She  
Robbed Summer Cottages  
at Sea Cliff, L. I.

Miss Ruth Taylor, of a rich Sea Cliff, Long Island, family, was arrested yesterday with Donald Clapham, also known in Long Island society, and confessed to the robbery of several summer cottages at Sea Cliff of silver and glassware.

Two years ago Miss Taylor, who is young, beautiful and wealthy, eloped with John Conlin, a chauffeur. Later she tired of wedded bliss and returned to her home and maiden name without the ceremony of a divorce. It was Conlin's testimony which led to the arrest of his wife and her admirer.

For the last few weeks, since the opening of the summer cottages at Sea Cliff, all the inhabitants of the town have been talking of the thieves who had entered these homes of summer residents and taken a quantity of silverware and cut glass. A few days ago Conlin came to Sea Cliff. He had learned that all winter long young Clapham had been dancing attendance upon his wife, had been taking her to New York to the theatre, and was seen every day speeding with her about the countryside in his motor car. When the couple left for New York one afternoon, carrying a heavy suitcase, Miss Taylor's erstwhile husband followed them.

The pair left the train at the Flatbush Avenue station. Conlin shadowed them to the door of a pawnbroker's shop, where Miss Taylor stood on guard outside, while Clapham went inside with the suit case. Then the chauffeur went back to Sea Cliff and told his story to Henry L. Schaefer, justice of the peace, who issued warrants for the arrest of Miss Taylor and her companion.

As soon as he was questioned about the possibility of his being the mysterious burglar of the summer colony, Clapham broke down and admitted that he had entered several of the houses, taking away glass and silverware. "It was a fool trick," he said, and then confessed to the robberies. Miss Taylor took the advice of the justice and made a clean breast of her complicity in the affair. Both of the houses, where he had taken \$1,000 bail, which Mrs. Taylor, the girl's mother, paid.

Alfred H. Clapham, the boy's father, had charge of the dwelling which his son entered and robbed. He said last night that the amount of his boy's thefts had not amounted to \$100 in all. Most of the stolen articles have been recovered.

"I tried to discourage Donald a dozen times from paying so much attention to Miss Taylor," said Mr. Clapham, Sr., last night.  
Young Clapham was seen in the vestibule of the Taylor home for a minute last night. He seemed too eager to explain his motives for the robbery, but had no sooner started to talk to the newspaper men when a crash from inside the house checked him.

Both are held on a charge of larceny.

PRIEST GIVES LIFE  
TRYING TO SAVE BOY

Hike of Students of St. Francis  
Seminary, Trenton, Ends in  
Double Drowning.

(By Telegram to The Tribune.)  
Trenton, N. J., June 25.—Father Athanasius French, a young Franciscan priest, tried hard to save 15-year-old Edward Kaczmarek in Crosswick's Creek to-day, but both were drowned.

He was in charge of a party of young students from St. Francis' Seminary on a hike through the country. When they reached the creek they decided to take a swim.

Young Kaczmarek got beyond his depth and called loudly for help. Although Father French was not a strong swimmer he immediately swam out to the student and tried to get him to shore. The boy grabbed his rescuer and both sank. The other students dived for the bodies without success. Later they were brought to the surface, the boy clasped in the arms of the priest.

Father French was 30 years old and was ordained at St. Francis' College a year ago. He was chaplain at a boys' camp up the river. Kaczmarek came from Buffalo to study for the priesthood.

TROUBLE FEARED  
AS STRIKE ARMY  
ENTERS CHICAGO

Companies Rushing Men  
from Other Cities to  
Operate Cars.

FEDERAL COURT  
TAKES A HAND

Judge Orders Receivership Road  
"to Resume Operations  
at Once."

Chicago, June 15.—Complete tie-up of all surface transportation lines marked the second day of the strike of Chicago street railway employees. The elevated companies ran occasional trains over part of the system, but these carried few passengers and made irregular stops.

Only a few minor acts of violence were reported during the day.

"Jim" Waddell, successor to "Strike-breaker" Farley, who has broken street car strikes in all parts of the country, to-day began marshalling an army of strike-breakers here. A recruiting office was opened at 642 South Dearborn Street, under the name of Bergoff Brothers, and about 800 men enrolled during the day.

Recruiting offices were opened in Boston, New York, Philadelphia and Washington, and detachments of men numbering between 200 and 500 each have begun arriving from St. Louis, Cincinnati, Minneapolis and Detroit. It was said that several thousand men already were under contract, and that the traction heads hope to have an ample number on hand when surface line service is opened up.

Commissaries were opened up during the day at the Sixty-first Street terminal of the South Side "L" and the street car barns at Seventy-seventh Street and Vincennes Road. Supplies are being moved to other barns. Waddell, who is principal of the Waddell and Bergoff agency in New York, held a conference with officials of the surface lines at the company offices.

United States Court Takes Hand.

Prospects of the United States government overseeing the operation of the Oak Park division of the elevated system were seen in an order by C. C. Kohlstaet, judge of the United States Circuit Court of Appeals, directing Samuel Insull, receiver for the Chicago & Oak Park Elevated Railroad, to resume operations at once and to report "any unlawful interference or obstruction by any persons whomsoever for such action as the court may deem proper."

With normal transportation means totally paralyzed Chicago's population to-day walked to work, or rode in automobiles, steam trains or buses, which included vehicles of all descriptions, ranging from converted ice wagons to huge delivery motor trucks, with seats for forty or fifty passengers.

In spite of the absence of streetcars, downtown traffic was worse congested than ever before, and to-night police officers were attempting to work out a scheme of regulation to control motor cars running through the shopping quarter. An effort may be made to keep the cars from entering the downtown streets and provide stations just outside where they can discharge and receive passengers.

Federal Court Interferes.

Judge Kohlstaet's order came just before the close of court to-day, and was taken at the instance of Briton L. Budd, president, and Samuel Insull, receiver of the Oak Park elevated.

The Chicago & Oak Park Elevated Railroad Company, operating about ten miles of road on the West Side, went into the United States District Court some time ago and obtained the appointment of Mr. Insull as receiver, following the filing of a suit against it by the Central Trust Company of New York. The receivership has not yet been discharged and the federal court, through the receiver, has charge of the operation of the road, and the employees are thus employees of the court.

Provision also was made in the order for fair treatment of the employees who have gone on strike, in the direction that the receiver shall furnish to the court all information as to the facts and circumstances in which the strike was called.

Conflict With City Ordinance.

The direction to employ "such men as may be available" is contradictory to an ordinance passed last night by the City Council, which Mayor Thompson has not yet signed. It restricts the employment of motormen to men who have had twenty-one days instruction on the Chicago lines under an instructor who has worked on the lines for a year. The employment of conductors who have not had fourteen days similar instruction is prohibited. The Council Committee of Five, headed by Mayor Thompson, spent the afternoon in conference with labor leaders. At night the traction officials joined the meeting, and the prolonged discussion gave rise to hopes that a settlement might be in sight.

The companies' officials rejected the offer of the State Board of Mediation to arbitrate the differences with the men. Union officials to whom the same offer was made ignored it.

The Illinois Senate after a lively session at Springfield directed the State Public Utilities Commission to make an immediate investigation of the strike with a view to bringing about a settlement. One clause of the resolution the Senate adopted directed Governor Dunne to order the commission to obey the Senate.

Attempts to increase service on the

LUSITANIA RAN  
AT SLOW SPEED  
TO SAVE COSTS

Opening of Inquiry Brings  
Out Economy Orders  
of Cunard Line.

CARRIED NO GUNS,  
CAPTAIN SWEARS

Attorney General Points Out  
That Vessel's Speed Is Highly  
Important Point.

(By Cable to The Tribune.)

London, June 15.—To economize in the use of coal and the cost of labor in the stoking, under orders from the Cunard Steamship Company, the Lusitania was using only nineteen of her twenty-five boilers and making only eighteen knots an hour when she was torpedoed and sunk by a German submarine on May 7, with a loss of more than 1,100 lives. This statement was made at the opening session to-day of the Board of Trade inquiry into the loss of the ship by Sir Edward Carson, Attorney General, and it was confirmed by Captain Turner, of the Lusitania. Sir Edward stated that the speed of the vessel was one of the most important points before the board of inquiry.

The investigators met in Central Hall, Westminster, the high temple of English Methodism. The president of the court, Lord Mersey, who presided over the Titanic inquiry, sat on the platform in front of the organ, the naval assessors sitting on either side of him, while four fashionably dressed women were on his left. About 100 survivors of the Lusitania, and relatives of lost passengers were present, and over forty lawyers were engaged, but although the proceedings were open there was scarcely any general public attendance.

Two things quickly emerged from the speech of Sir Edward Carson, who, as Attorney General, appeared for the Board of Trade. The first was that the inquiry would occupy a very short time. "I see no necessity for these proceedings being protracted. There is no need to call several witnesses to testify to an identical fact," was his remark.

Testimony in Private.

The second was that no opportunity would be given to the outside world to know anything regarding the communications that passed between the Admiralty and the Lusitania. "I ask that these matters should be taken up in private. It is essential that we investigate them, but it is also essential that matters should not be made public which are liable to make the duty of those navigating our mercantile marine more difficult," said the Attorney General.

Accordingly, as soon as Captain Turner's examination reached the point of wireless messages sent to him, the court retired. It is exceedingly doubtful whether these matters even will be alluded to in the court's findings. Probably the question of the responsibility of Captain Turner will be decided by the court.

Captain Turner, who appeared in civilian clothes, was singularly ill at ease on the witness stand. He gave evidence in an abrupt, pugnacious fashion. His answers were made in a loud voice in court quartered style. One reply which caused a sensation was: "The crew were not efficient in handling the boats, but they were as efficient as most crews these days."

In contrast to Captain Turner, almost every other speaker was inaudible owing to the wretched acoustics of the building. One lawyer asked the court to ask the witnesses to speak loudly.

"I can't hear a word you say," was Lord Mersey's reply.

Thought Passengers 'Interfering.'

"Interfering, I should say," was Captain Turner's answer to the question of Butler Aspinall, one of the Cunard Line counsel, whether the passengers were helping after the explosion, but when asked again if the passengers were doing the best they could the captain replied, "Yes."

Mr. Aspinall also wanted to know whether the captain saw Alfred Gwynne Vanderbilt. The reply was in the negative.

"Competent enough, but they need more practice," was Captain Turner's reply to representatives of the ship stewards' union.  
A Cunard Line attorney came to the rescue of the witness by asking if he did not think all modern seamen and seafarers were inferior to those of the old sailing ship school. Captain Turner said he preferred the old school every time.

Lusitania Not Armed.

Sir Edward Carson, who opened the proceedings for the Board of Trade, said he courted the fullest inquiry. He was able to give complete denial to the contention of the German government that the Lusitania was an armed vessel, carrying guns and serving as an auxiliary to the naval forces of Great Britain.

"In their note to Germany," the speaker said, "the United States already have officially denied this, and the evidence I purpose to call will confirm and fully prove the remarks of the American government that the Lusitania was not armed and that she never had been fitted out as a transport."

Without warning a German submarine fired two torpedoes at the Lusitania, and it is believed that a third projectile also was fired. Such an act was not only contrary to international law, but it is contrary to the dictates of civilization and humanity. To sink passengers in this manner was a deliberate attempt at murder.

Sir Edward remarked that the question of speed would be important. The Lusitania was giving sixteen knots, using only nineteen out of her twenty-five boilers in consequence of the decreased traffic, thus saving a quarter

U. S. Tricked by 'Gerhard,'  
Secret German Gun Agent;  
Bernstorff Mission a Hoax



Dr. Alfred Meyer, who as "Dr. Meyer-Gerhard" hoaxed the State Department and the public here for eight months, securing a safe conduct letter under a false name.

MOSCISKA FALLS  
AS GERMAN RUSH  
NEARS LEMBERG

Teutonic Allies Press Russians Back on Whole Battle Front.

London, June 15.—The new rush of the Austro-German armies has carried them eastward along the whole of the northern front in Galicia, and has left the strongly fortified position of Mosciska in their hands as they rapidly approach Lemberg.

According to official reports from Berlin and Vienna, the Teutonic allies have made progress on the entire battle line from north of Sieniawa, on the River San, southeastward along the Dniester and into Besarabia, Russian territory.

Germans Near Grodek.

The German army has advanced to the region northeast of Jaworow, within easy striking distance of Lemberg from the northwest, and are attacking Russian positions on the way to Grodek, a town on the Przemyel-Lemberg railway, two-thirds of the distance toward the Galician capital. The Russians are falling back south of the railroad. Mosciska, captured by General von Mackensen's army, is situated on the River Wyzynia and is an important town on the railway running between Przemyel and Lemberg, and is thirty-seven miles west of the latter city. The struggle for this position has been particularly desperate since June 8, when the Austro-German forces opened the attack on the place with an extremely active artillery fire. Recent Russian official statements announced that the Teutonic allies were employing gasphylling shells and were sending masses of infantry to assault the town.

Plan to Clear Galicia.

Far off as the Galician front is from England and France, it is being watched more closely than the western front, because it would appear that the operations are being pressed in an attempt to clear Galicia of the Russians, preparatory to a breathing spell in the east, which is likely to be followed by a crushing blow aimed at Italy.

The German Army Headquarters' report on the fighting in Galicia says: "The enemy who was defeated on June 13 and 14 by the army of General von Mackensen has been unable to regain a footing in the positions prepared by him. To the northeast of Jaworow the enemy was driven back to the position at which he had stopped the booty increasing."

The Russian forces south of the Przemyel-Lemberg railway have been forced to retreat. The troops of General von Mackensen yesterday took Mosciska. The right wing of the army of General von Linsingen stormed the heights east of Zekel. Our cavalry reached the district south of Mariampol."

Advance on Lower San.

The Austrian War Office's announcement says: "There is heavy fighting along the entire Galician front. The army of Archduke Joseph Ferdi-

Dr. Alfred Meyer, Under Name of Colonial Official, Used Red Cross Post to Buy Ammunition.

HAD BRYAN'S SAFE CONDUCT

Now Landed in Denmark En Route to Berlin with Contracts and Valuable Information for War Office.

MEYER-GERHARD NERVOUS ON ARRIVAL.

Copenhagen (via London), June 16, 4:59 a. m.—Dr. Anton Meyer-Gerhard, the emissary of Count von Bernstorff to Emperor William, arrived here to-night on the United States.

He was very nervous on meeting at the pier a large crowd, including newspaper reporters and photographers, and disappeared in a motor car a minute after he had landed. Dr. Meyer-Gerhard failed to catch the night train for Berlin. He will proceed to the German capital to-morrow morning.

Dr. Anton Meyer-Gerhard, "German Red Cross lecturer" and Count von Bernstorff's special envoy to the imperial government, who arrived last night in Copenhagen, Denmark, has perpetrated a gigantic hoax on the State Department of the United States, according to evidence now in the hands of The Tribune. He is none other than Dr. Alfred Meyer, Privy Councillor of the First Rank, Chief of the Department of Army Supplies of the Imperial German Ministry of War.

The real Dr. Anton Meyer-Gerhard has not been out of Germany since the beginning of the war, and has been reported among the wounded on the east front. His name was assumed by Dr. Meyer and the protecting mantle of the Red Cross thrown about him that his identity and true mission to the United States might not become known to those outside German officialdom.

His much advertised Red Cross propaganda was a farce. He came here to purchase such war supplies as he could obtain, and, incidentally, to learn the condition of military preparedness in this country. He takes to the German War Office information of great importance, which he has gathered in his dealings with various munition brokers and manufacturers.

Tall and erect, his excellency has graced the lecture platform while he made his pleas for contributions. Wearing a toupee, to change the appearance of his somewhat bald head, and gold-rimmed spectacles to disguise his face, he has dickered with many dealers and done everything in his power to prevent the Allies from obtaining war materials. As a latter-day "Dr. Jekyll and Mr. Hyde" he has been a notable success.

Von Bernstorff His Aid.  
His excellency's activities have been carried on with the knowledge and cooperation of Ambassador von Bernstorff. In fact, they arrived together on August 24, 1914. Since then they have been in close communication. Now Dr. Meyer, armed with a safe conduct letter from Mr. Bryan in the name of "Meyer-Gerhard," has been backed by the ambassador, and the German government is awaiting his report before replying to President Wilson's last note.

VON REVENTLOW  
SCORNS TO TALK  
PEACE WITH U. S.

Says Zimmermann's Plea Will Be Construed as Sign of Division.

Berlin, June 15.—Count Ernst von Reventlow, the naval expert, has a sarcastic article in to-day's "Tages Zeitung" in reference to the recent suggestions of Eugen Zimmermann, general director of the "Lokal Anzeiger," for an amicable understanding with the United States. He begins by quoting the "Lokal Anzeiger's" remarks on jingoism and the argument that nobody in Germany desires war with the United States.

Count von Reventlow points out that articles somewhat similar in tenor appeared in two other Monday morning papers, and says this seems to indicate the existence of "a mutual electrical ignition station."

The impression these articles must make abroad, he remarks, cannot aid Germany. No one in Germany wants war, he says, but the articles are calculated to give the impression that the currents exist in Germany which make the Chancellor's task harder and which plan the bringing about of war. American politicians will ask themselves, he says, what internal political reasons cause the loosing of such rumors at the present time in Germany, and conclusions will be drawn which in the interests of Germany had better not be drawn.

Deplores Constant Peace Talk.  
"Furthermore, it cannot have a favorable effect," the count continues, "when the United States gets the impression that newspapers with the connections of the 'Lokal Anzeiger' appear already to consider as warlike agitation and as making the Chancellor's task harder the fact that part of the German press has heretofore emphasized in the matter of the submarine campaign a firm stand must be maintained, even against President Wilson. We are unable to comprehend that it is correct continually to repeat the assurance that Germany must in

discuss the state of affairs.

Athens, June 15 (Dispatch to London Daily News).—The government press states that the government will remain in power until the meeting of the Chamber of Deputies, July 20. According to reliable information an interview between the King and Venizelos will take place as soon as His Majesty's state of health permits, and the changes in the government will follow. The King is suffering from weakness and the doctors absolutely forbid any discussion of state business.

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